# STERN TELEC <br> Chreguptian(Gazette 

alexandbia, thurbday, may 4, 1905 .

Penirisular and Oriental S. N. Company.


Orient-Paciific Line of Royal Mail Steamers.



 BIBBY LINE MAIL STEAMERS.


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KHEDIVIAL MAIL LINE.
Deuteche hevance-hinie.

NEW KHEDIVIAL HOTEL, ALEXANDRIA.
12
YORT SAID.-DAVOY HOTEL

## HIOTEL BRISTOL. CAIRO.

mow Tho Cisaretetem Manutanaturad by

The Cleopatra Cigarette Co.

## buardan assubance company, limited,

GAPITAL PAID UP AND INVESTED OME MILLION. 8 TERLING.
Annual Income . . : . . ©895,000. Toteí Funde.

๔5,200,000
LONDON ASSURANCE CORPORATION,


NORTHERN FIRE AND LIFE ASSURANCE COY
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Thos. Cook \& Son,
 Alexandria, Port-said, suez, Luzor, Assuan, Halfa, \& Khar
GENERAL RAILWAY AND STEAMSHIP AGENTS. BANKERS. Officially aprointed \& Sole Agents in Cairo to the P.\&O. S.N. Co. TDENT 3 IN'EGYPT proceeding to Europe fa the summer are requested Passage, where steamer pans may be consulted and Berthis secire i by al Lines of Steane it al parts of the Globe arrangement can a be made for tha collection and forward ng of their a so be made for th anc at port of arrival

CIR ULAR NOTES issued pryable at the cirrent
CIR ULSR NOTES issued pryable of Europe.
) oxchange Interpreters in uniform are present at the principa Rai ways a ions and Landing-pla:es in Europ
to asisis. passenpers holding the $r$ travel ing tickets. to assis. passen. Large and splendidly appointed ateamers belonging to the Co. leíve Cairo thrice meekly,
betmoen Novenber shd March, for Luxor, A soonan and Wady-Halts is vonnection with- trains
He lowe to Kbartoum. Moderate fares.
PREIGHT SERVICB. Steamera leavo C'airg every Satorrday and Toeedsy, for Assounn and Ha
Speoial steamers and Dahabeahs for prlvato partles.
Epecial Artargemanta for tore in PALISTIINK, 8YRIA and the DESERT, Lowest Rastee. $x=-=2=z=$ Queensland Line of Staamers between London and Brishane:
 ANCHOR LINE, LIMITED. HEMDERSOM BROTHERS, LOMLDM, LVERPOLL ANJ OLASOOW.
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Anwwerp bonnd fift Hoy.ovic


Telephone Company of Egypt, Limited.

British India S. N. Company, Limited. Anglo-American Nile Steamer \& Hotel Coy.

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ustrian Llova's Steam Neviaation.



Fortnightly se
Far Rant Line.



Syrian-Oyprus-Oaramanian Line.



The Ellerman Iines, Iimited.


 FIL\#RMAN IINES, IIMIITHD. GITY LINE.

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dola HAVANE
do provenarece diracto
at do togter les meilleares marauges Nigolas G. Sabbag

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his mutatry tre kina.
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P. PL $\overline{U N} K E T T$,



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manhour de Kafr-Zayat et de Zagazig. Prix manhowr de Katr-Zayat
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Clothes will last longer if
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subsoription is 1 and and all British triders should
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THE -EOYPTLAN OAZATFE- IA PRINTED ON PAPER MANOTACTUAED AND SUPPLIED


## The Egyptian Gazette


THURSDAY, MAY 4 . 1905.

GERMANY IN THE LEVANT.
A new German-levant - tariff came inte
foree this year, and its detsiled mates and
conditiong aro now before tos. It intarests ear
oonditions are now before the. It interesta our
roon shippers and railway material manufacta-
rers, inammoch as it atill furthor favors their
Toutonic cotupetitors in reppect of ahipmente
of all goods to Levant deatinations ; but mon especiailly of all descriptions, to Smyrna, Alexandris, and incidentally, to tome other porta,
The laat complete Levant through tariff came into force on OOtobotir 1,1901 , embracing al supple goods for this part announoed in 190 taking effeot on September 1 of that year, an applying to iron, etc, shipped to 8 mymm and
Alexaidris. We dealt with it at the time That nom inaued many be nummed up, , regards to then of the general 1901 tarifi, with
renewnal on
forther extension of the special iron ruten 1902. These nates aro not masterially aitere on the whole, but they are permanently ex-
tended to some bundreds of places of origin, 50 it mayy fairly be said that boy apply to
looslity from whioh it is at all. likoly sum ambrace
distriote
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Lorrtine
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of the
such
anybo anybody. who tries to do so. There are, in
deed, some goods for which it is necosso) that shippers and the company - the Deatheche shoold come to a apeoial arraogemont his means a lamp sum, and not a rate. To come to the rates themselves, wo bat littlo. In roferenco to the Smyrni-Alesu dria rates, the lowest for the tour olasses
iron into which the exceptional tariff is. divide iron into whioh the exceptional tariff it divided
are 16 s . $5 \mathrm{~d} .24 \mathrm{~s}, 5 \mathrm{~s}$. 24 s . 10 d are .16 s . $5 \mathrm{~d}, 24 \mathrm{~s}$. $5 \mathrm{~d} .24 \mathrm{~s}, 10 \mathrm{~d}$, and 30 d. pen
ton respectively from .Brunswick to the Leran porta. Brunssiok is 190 kilometres, or 11 miles, from Hambarg. From Rsoon and a
of places in the neighbourhood, tho rates
 a penny or twopences of
221 miles frome. Hise figures. E Silesia ( 489 miless), they aro 21s. 3 d ., 26s 2 s , 27 s .6 d , and 32 s . Id. The bighest/ rates are
from Singen; in Baden ( 540 miles), and N
they are only, 22 s . 2d. 27 s , 1d., 28s. 5 d , and 33s, , at it clear that "diatance is nio object
the State railmays, as they are oontent wi
4s. or 53 . per 400 or 500 miles of difference transit. This, by the way, is nothing approse
ing their complaisance to the textile trad whose Lerant ituff they carry for practioally nothing.
Taking Esesen as a fair average of those iron convey over 221 miles of railmay, ship the
coods and carry them to either Smyrna or Alexandris, for 218.3d., $264.2 \mathrm{ad}, 27 \mathrm{za} .6 \mathrm{~d}$, or 32 s . th., per ton moight ot 1,000 kilogrammes al
through. Sooing that, basides nack things is
 other such artioles, not elaseod in Bogland at
the lowest tariff, and that this principlo applies o the other clumes, we shanl not pe far frous
ne mark in waying that the Boglish shipper vould bave to pay about as Boglinh to shipper bis soods over the sborter distances raling in
Bagland, merely to the English ports of stip. nent, as the Gorman shipper pays from hiin
roork, anywhera from $120 \cdot$ to 500 miles from the port, right throagh to Smyrns or Alesabout 3d. per ton, he peanco more, generally the principal porta of the Levant direct ; and lor generally about 10a. moro, by trasebippenant, the the most out of the way little places to which
the Eoglish lines never ane Baglish lines never quate a through rate, os
rate of any sort: We revommend theso coiniderations to our merchasuts, manutacturer, and shippers. As to our shipowners, they sseem contented becauss sea, freights are, nominally
equal, althougr they cannot work nith rail. nays, who carry for nothing, and caininot gel
German cargoes it they go to Germany (for German cargoes it they go to Germany
they oannot carry under this tarift). Through
freights are a scoondary consideration. How rreights are a secondary consideration. Ho
oan we expeot to ratain the export trade itsal in comporition with railways which,
$\qquad$ nothing 1 We have had boats of the Germas
Levant tive looding Bnglish goods in the Tyoe
and elsenhere when English boats loading on and elsouthere when Raglish boats loading on
the berth at Hamburg could have got no German goods at all.
The German-Levant tariff mas eotablished
Jane, 1890 , and has been lowered generally trice sioces in addition to the special reduction in iron; stcel, and railway matorial which we have notioed. Ita success has been undoubted,
sapposing itso objeet to have been to capture as
much of the Levant export trade as could be much of the Levant export trade as could be
done, regardless of oost to inland transport.
Of cournes it is a question whether that sucosess Of courses it is a question whether that succd.s.
ana be permanent, whether the line of steamers oan be pormanea, wo mado to pay, and whether
in itaolf can bo
above all, the cost to the German taxpayer abo as great as the benefit to the exporter
not
manufacturer. The quastion is not entiraly manufacturar. The question is not extiraly
princoipally, oommercial. It is political. The
Gorman flag moast fy in the Iernat. German flig moist fly in the Lovant, as elso-
where. It does, for the Hambarg
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Tour, now
Ceraman ex
Sen ports
$\qquad$ 300 , and Roumania 100 per cout,
ports have also langely inereased, bat
meraly becaso
$\qquad$
$\qquad$ favor imports, and the tariff has nothin
do with them. Tyenty five or thirty ago there was no degand in the Leva
tries for German. goods. The firat
from Hambory croited wonder tion as to where that unknowa, spot m $m$ inereases. in exports, hower
The Thess ino
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domand.

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## \section*{so}

## SOcIETE ANONYME DU BEHERA Societe Anonymo des Baus du Caire

AVIS
Mastieara les actionnairse de la Societe Anonymo da Bbbéra oont oonvoqaés en Assemblee
Génotrale Extraordinaire le mardi 16 Mai 1905 a 3 h . 30m. do roleveto au aieg ge de la sacoitete, 6 , rae Adib, poar deliberer sur loordro du jour
suivant:
Modification des Articles 6,12 et 23 dea

## Statuta comme siit

TEXTB ACTUBL
Les notions sont an Portour et so troavent
entierrement liberies; elles sont numérotes de

 Conseil d'Administration et de deax Adminir

tratears et frappese da timbroa a seo de ta | trateurs |
| :--- |
| Societt. |

Article 18
Chaque Administrateur doit etrre proprítaire
de cinquate acte aotions au moins. Ces actions
seront inaliénables pendant to duré do ses saront inaliénables pendant lis durée do ses
fonctions, et elles resterofit déposées à la Caisse de ls Societé.
Article es (2me paragraphe)
Elle (L'Assemblée Gésúrale) est formée par
le réunion de tous les Aotionnaires possédant La réanion de tous les Actionnaires possédant
vingt actions an moins. Nsw. Yone, May 3
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Les actions sont an portear et so trouvent
enflèrement libérées; elles sontnumétotees pro-
greesivement et extraites de registres à souche. gressivement et extraites de registres à souche.
Biles sont revêtues do la signature de deax Administra
Société.
Chaque Administrateur doit etre propriétaire ae cinquante actions ordinaires au moins. Ces ses fonctions et plles resteront dis duré de
Caisse de la Sociéé Caiss
Ellé (L'Assembléo Généraie) est forriée par Is réanion de tous les Aotionnaires posesedant
an moins vingt actionś ordinaires, on 500 ac an moins vingt
tions privilegies

## Toat portoar do vingt nactions ordinaires ón

 l'Assembléé GÁsérale, mais, oonformemement ìl'Artiole 24 des Statats, il devra justifior aupres do la société da dépót de ses actions un jour arant la date fixéa pour la rénnion.
Il est rappelé qu'aux termes de I'Article 30
des Statots dees Statats, il ne poarra ctre vala beŕé sur lobjat porté a I'ordrée du jour, quaua
tant que les actions représentées formeront an tant que les actions represel.
moins la moití̈ da Capital.
$\begin{array}{ll}\text { L'Administratear-Directeur } \\ \text { (signe) E. W. P. Fostrin, } \\ \text { le } 22 \text { Avril 1905. } & \text { 25834-4*-3 }\end{array}$
Alexandrie, le 22 Avril 1905. $258344^{*}-3$
Administration des Chemins de Fer, des Telegraphes et du Port d'Alexandrie.

A VI\&
Le Conseil d'Administration a l'honneur de
porter a la la connaisanace do Publiong'a
porter à la connaissanoe do Publio qu'a partir
du 1er Msi 1905 , la barean tolieg du 1 er Mai 1905 , le baresu tolégraphique de
la gare de Sabaiya sera oavert à la correrpon Ia gare do Sabaiya sera ouvert a la correop,
dannee en linganas europeonnes et arabo. Lhorsire do co buresu sora de : 8 h h. p.m. ot de 8 h . p.m. 18 h .
La Osira, lo 29 avil 1905 .

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SHAND, MASON \& CO.
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cromprox $\alpha$ Coa, hri.
THK SEAMLESS STELL BOAT CO., LID.
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A. ADAss.
$25882.4 .2 \quad$ Egyptian Delts Light Raifwaya

## Municipalité d'Alexandrie

d'épidémies' de prócsation contre '1apparition dépidemies, et en couformité dos arrétés ma
nicipaux des 19 janvier 1893 et 30 juin 1901 , le pablio est prévenu que lo commerces, le trans port et la manipulation des chiffons dhas la
ville d'Alexandrie eont ville d'Alexandrie eont suapendus à partir du
13 mai 1905. 13 mai 1905.
Les chiffuns


Sont exceptes de cotto interdiction les arri-
vages de chiffons en balles cerceles destines di-
rectement pour le trainport in L'étranger
reotement poar le tranaport à l'étranger et
expediés de l'intérieor du pays aveo une auto-
risation aptoiale de la Direction générale de Services Sanitaires du Caire.
Toate infraction ans
Toate infraction aux prisentes diepositione
est passible des peinas et est passible des paines
par les arretén préitéa.

## $\because \overline{A \overline{V 1}}$

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